The Courier.

SATURDAY, JUNE 19, 1852.

We have much pleasure in giving publicity to the important Railway negociations which appear to-day in our columns, and have to congratulate the country on the prospect now opened to us of the commencement at an early day of those great agents of progress and prosperity, for which we have been so long anxiously waiting.

We consider the terms offered and accepted to be quite as favorable as we could have expected, and think Mr. CHANDLER deserves the thanks of the country for having so promptly availed himself of the aid of private capitalists, when he found that the direct object of his mission was likely to be unsuccessful.

The Government also are entitled to credit for their promptitude in this matter, and we are satisfied the country will sustain them in what they have done.

It will be observed that the Land Facility Bill, giving five miles of ungranted land on each side of the Railway to the Company, will also receive the Royal sanction.—There is a provision in the proposals that this land is to be reserved to provide a fund for payment of the Bonds of the Company, but it is understood that this will not be insisted on, and that the grants of an acre to each pound of stock subscribed will be made if required.

We were last week led into an error by a contemporary, in supposing that the land would be withheld from the Company.

We understand that in all probability Surveyors will be sent out from England by return Steamer, and that the work will be commenced by 1st September.

We trust that now we are on the right track all past differences will be sunk in oblivion, and that all hands will unite in "a long pull, a strong pull, and a pull all together."

At a meeting of the Directors of the European and North American Railway Company, held in the Commercial Bank Parlour, on Wednesday the 16th June, 1852—

The President submitted a communication from the Honorable E. B. Chandler, enclosing a copy of the proposals submitted by Wm. Jackson, Esq., M. P., on behalf of himself and associates, for the construction by this Company of the European and North American Railway through New-Brunswick; whereupon—

Resolved,—That the proposals now submitted seem to hold out a reasonable prospect of the realisation of this important object, and that this Board will, as far as it is in their power as Directors, cordially co-operate with the Provincial Government and all parties favourably disposed in carrying out an undertaking so essential to the prosperity of this Province—]

It being understood that in consequence of the altered circumstances of the Company, that stockholders shall be at liberty to reduce their subscription, and that the qualification of Directors shall be reduced to £500, instead of £1,000—the Government Directors to possess a similar qualification—and the expense of survey referred to in the proposition to be paid by the Government, in the event of a contract not being made.

Resolved,—That a copy of the foregoing be communicated to the Hon. Provincial Secretary.

R. JARDINE, *President*.

T. B. MILLIDGE, *Secretary*.

"MEMORANDUM of a project for the construction of a Railway in the Province of New-Brunswick, between the frontier of Nova-Scotia and Maine, and passing through the City of St. John, N. B.

"1st. The line to be constructed by Messrs. Jackson, Peto, Betts, Brassey and Locke, and such other parties as may be associated with them, they agreeing to estimate for the work, charging the same scale of profits as they have charged on their lines constructed by them in England and on the continent of Europe.

"2d. The line to be constructed at the cost of a Company, and the required amount to be raised as follows:—£250,000 to be taken in stock of the Company by the Province of New-Brunswick, to be paid for in Bonds to be issued in accordance with the Facility Bill, which the said contractors will take at par in payment of the cost of the line. In addition to this sum, private parties in New-Brunswick, or Municipalities, or the Province will take an additional amount of stock sufficient to cover the cost of the land and damages. £100,000 to be taken in stock by the said Contractors and their friends, and credit for that amount to be given by them in their account for construction; £250,000 to be raised by bonds of the Province, bearing 6 per cent. interest, and being of the same character and privileged in the same way as those issued to Railway Companies under the Canada guarantee, but to be issued from time to time as the work is proceeded with, and to be taken by the said Contractors in payment at par, such bonds to be payable twenty years after date.

"The remaining portion of the cost of the said Railroad to be provided for by bonds of the Company, payable twenty years after date, bearing 6 per cent. interest, and to be taken at par by the said Contractors.

"3d. The proceeds of the land granted by the Facility Bill of the New-Brunswick Legislature to be applied to the payment of interest and liquidation of the principal of the bonds of the Company.

"4th. In case the Company should determine on making a branch line of Railway from the Bend of the Petitcodiac, or from Shediac to Miramichi River, and that the Legislature of New-Brunswick should take stock to a proportionate amount, and grant a loan in like proportion to that branch, the said Contractors agree to construct the same on terms similar to those above mentioned for the main line.

"5th. The said Contractors will send out, with as little delay as possible, to New-Brunswick, competent engineers to examine the surveys of the line already made, to complete them where deficient, and to prepare the necessary working plans and estimates of cost of construction of the entire line. On the completion of the estimates, they, together with the plans, shall be submitted, with a tender for the construction of the work, to two engineers, one to be appointed by the Government of New-Brunswick, and one by the Contractors; and in case either or both of such engineers should decide that such tender is too high, and that the said Contractors shall be unwilling to reduce the same to the amount deemed reasonable by such engineer or engineers, then the said plans shall become the property of the Company, who shall pay, on delivery of the same, such expences, including the cost of travelling, as the said engineers shall deem reasonable; and the Government of New-Brunswick shall guarantee the performance of the above payments by the Company; and if no Company be formed, to pay the same.

"6th. In the event of the contract being agreed upon, the Government of New-Brunswick shall be authorized to employ, at the cost of the Company, a superintendent engineer, to see that the works are properly executed.

"7th. It is understood that the foregoing proposition is based on the supposition that the cost of the road will not exceed £1,000,000 sterling. It is proposed, in the event of its exceeding that amount, the excess is to be provided for by a proportionate increase of the Provincial stock, the Contractors' stock, the Provincial guaranteed loan, and the Company's bonds.

"8th. It is to be understood that if the number of Directors of the Company shall be seven, the New-Brunswick Government, as representing £250,000 of stock, shall nominate three Directors; if increased to nine, they shall nominate four; and if increased to thirteen, they shall nominate six.

"The above proposition is the result of several conversations had between Mr. Jackson and Mr. Chandler, and Mr. Chandler undertakes to submit the same to the Government of New-Brunswick, with his opinion in its favour, with as little delay as possible, after his return to New-Brunswick; and if accepted by the Government of New-Brunswick, he will cause the same to be communicated to Mr. Jackson without delay, in order that the engineers and surveyors may be sent in the present season; and Mr. Jackson undertakes, on behalf of himself and friends, to carry out the above proposition, on receipt of the information of the acceptance by the Government of New-Brunswick.

"WM. JACKSON,
"21st May, 1852. "E. B. CHANDLER."

We are authorised to state that the Government have taken the responsibility of accepting the Railway proposals, and thereby have saved the heavy expense of an extra Session of the Legislature. The despatch on the subject goes home by Monday's Mail.

We learn that Mr. ARCHIBALD, after a visit of inspection to his Mines in the Cobequid Mountains and Freestone Quarries, in Albert County, went yesterday morning with a party of mining engineers, by whom he was accompanied, to commence an Iron Work in Annapolis County.

About twenty stone-cutters, from Scotland, went up last week to the Quarries in Albert County, where freestone, of a quality rarely equalled, is now being got out in large quantities.

Mr. ARCHIBALD, in thus assisting to develope our resources, as well as in the efficient aid he has given in late Railway negociations, deserves the thanks of every true hearted Colonist.

EMIGRATION TO AUSTRALIA.—By the steamer to Boston on Wednesday last, a number of young men, natives of the Province, of respectable connections, and well fitted, from natural abilities, active habits, and good education, to do good service to the country of their choice, took their departure to push their fortune in the new land of promise, Australia.

We are sorry that any of our young men should leave us; we have need of and room for all the people we have, and many more, and we are convinced that Providence has given to this Province raw material sufficient, in the shape of fertile lands, timber, minerals and a healthy climate, to enable its inhabitants to enjoy as many of the necessaries and comforts of life as fall to the lot of most other countries. Money, or money's worth, can be acquired anywhere by well-directed energy and industry; and generally in countries offering great advantages there are compensating disadvantages, which bring things nearly to a level. Experience tells us that it is so in this country. Here valuable timber is to be had almost for the cutting; and it is said that in good times a farmer can get a barrel of flour cheaper by cutting down a few logs, than he could by threshing his wheat and taking it to the mill, and yet we all know that at the end of ten years scarcely one lumberer in twenty is worth a shilling, while nineteen farmers of twenty who have attended exclusively to their farming, are comfortable and worth money. And so it is of all products of a gambling nature—few prizes and many blanks.

We hope, however, that those who have resolved to go may do well for themselves, and be a credit to their country.

We are glad to see that Mr. Geo. M. Robertson, brother to Messrs. Alexander and James Robertson, who left this City, quite a boy, some ten years ago, has raised himself to an honourable position in the land of his adoption. He is not only Speaker in the House of Assembly, but is also Crown Land Commissioner and District Judge in the Sandwich Islands.

THE WEATHER AND THE CROPS.—The late seasonable rains and warm weather have had a marked effect on the growing crops throughout the country. Grain, corn and potatoes, we hear, are all looking well, and are likely to overcome the effects of the late severe drought. Upland grass, however, is in most situations beyond hope of recovery, and a short crop of hay must be prepared for.

"TELEGRAPH MOVEMENTS.—It appears but the other day that Telegraph communication was first introduced into this country, and now we have lines performing a circuit of the Western Counties and penetrating 'down east' as far as Sydney, Cape Breton. The principal towns and villages of the Province are in direct communication with all the chief centres of commerce on this continent, but rapid as our advances have been, during a very brief period, they are likely to be far, very far, outdone in the course of the next two or three years.

"In the first place, we have Mr. Gisborne's scheme of intercepting the English Steamers off Cape Race, Newfoundland, and transmitting the European news by submarine Telegraph *via* Cape Breton or P. E. Island to every part of America. This project, we are glad to learn, has been most favorably received in the United States, and a large portion of the stock subscribed in the city of New York.

"Then we have intelligence by the last Steamer from England, that a company was in course of formation in London, with a capital of £300,000, which contemplates laying down a sub-marine Telegraph line which will bring the Old World and the New within speaking distance of each other. Whether this gigantic scheme will go into operation or not time will tell, but Dame Rumour has it that the experiment will positively be tried, and that our towsman, Mr. Cunard, has taken stock to the extent of £1000.

"And last but not least in local interest, we understand that the Nova Scotia Telegraph Company have given notice that their lines East and West have been erected, and are now in operation; and that they will be ready to take possession of the Government line in about a month's time.

"It is further said that, in contemplation of the transfer of the Government line, a Company is in progress to construct an Opposition line from hence to Amherst, to connect with the Telegraph lines of New-Brunswick, Canada, and the United States. The more the better say we."

The above account of Telegraph operations in Nova-Scotia, we copy from the Halifax *Morning Chronicle* of the 5th instant.

It will be recollected that when Telegraphs were first sought to be introduced into these Provinces, the Government of Nova-Scotia, imagining that their portion of the line from Amherst to Halifax, by drawing the business of both the Canadian and American lines through New-Brunswick, would be eminently profitable, and too great a boon to be given to private individuals, grasped at the enterprise and constructed the line on Government account. As is generally the case with Government undertakings, the line did not prove nearly so profitable as the connecting lines in New-Brunswick and Maine, under the management of private Companies, and as the Government did not seem disposed to extend the benefits of telegraphic communication through Nova-Scotia, on account of the required lines not being likely to prove remunerative, the Legislature, at its sitting in 1850, granted a Charter to a private Company to complete the communications, and made it a condition that before the Company should get possession of the paying line from Halifax to Amherst, they should extend lines East and West, to Sydney, Yarmouth and Windsor. It appears that this has now been done, and the Government line about to be handed over; but we must express our astonishment that a paper edited by a member of the Legislature, and professing to be the Government organ, should so far forget the rules of fair play and common justice, as to invite and encourage opposition on the only portion of the Company's lines which can be expected to be profitable for many years, and the undivided profits of which will all be required to make up for the deficiencies of the other lines.

There was no harm in the Government possessing a monopoly of this line, but as soon as private enterprise seems likely to raise its head in Nova-Scotia, opposition must be invited, and the young giant crushed before he has had an opportunity of shewing whether he would prove his power for good or evil.

We should judge that the overwhelming majority in the Legislature which brought this Company into existence, would be slow to allow another to interfere with it, which was not bound like it to take the good and the bad together.

As to Mr. Gisborne's scheme of intercepting the English Steamers off Cape Race and transmitting the news to Cape Breton by submarine Telegraph, we cannot but regard it as one of those gigantic humbugs of the day, which are only calculated to fill the pockets of speculators at the expense of their dupes, and bring legitimate enterprise into discredit.

We recollect about two years ago that the Agent for the associated press at Halifax fitted up boats and had relays of pigeons, for the purpose of getting the news from the New-York Steamers as they passed Halifax. The watch was kept up, we believe, with the greatest activity and the most untiring industry during the most of the summer, and yet but one Steamer's news was sent through!

What chance is there, then, for a line which would require at least five thousand pounds per annum to pay interest and working expenses? And yet Editors, pretending to possess common sense, are found ready to trumpet forth such manifest delusions.

PRESENTATION OF NO. 6 FIRE ENGINE.—Yesterday evening, His Worship the Mayor, assisted by the Common Council, presented the beautiful new fire engine (recently constructed in New-York) to the "Faugh-a-Ballagh" or No. 6 Volunteer Fire Company. The ceremony took place in Great George's Street. His Worship delivered an appropriate address on the occasion, and it was suitably responded to on the part of the Company. A torch-light procession was then formed by the Fire Department, which assembled in full force, and accompanied by the Portland Fire Company, marched through various portions of the City. The glare of the torches and the gay uniforms of those who carried them had a brilliant and dramatic effect, and presented altogether a most impressive spectacle to the multitude assembled. We fervently hope that our gallant firemen may never assist but at conflagrations equally harmless and pleasing as that witnessed last evening.

NEW VESSELS.—A superior vessel, called the *Arabia*, was launched on Thursday last, from the building-yard of Mr. James Nevins, at Portland. She measures 1067 tons, N. M., and is owned by T. E. Millidge, Esq.

Another well-built vessel, called *The Queen*, was recently launched from the building-yard of Messrs. Smith and Haws, at the Straight Shore. She measures 867 tons, N. M., and is owned by N. S. Demill, Esq.

A substantial built Barque, called the *Alabama*, was recently towed down from Quaco, where she was built by Mr. J. M. Bradshaw, for Mr. Jacob Bradshaw and others. She measures 519 tons, N. M.

DESTRUCTION BY LIGHTNING.—The House of Albert J. Smith, Esq., at Dorchester, was struck by lightning on the night, of 16th instant, at 9 o'clock, from which it took fire, and at 12 o'clock was a heap of smouldering ruins. The woodhouse, barn, and furniture were saved. Mr. Smith's loss is heavy. He was $1000 insured in the Washington County Mutual Insurance Association, of which C. L. Street, Esq., is the Agent in this City.

Some six or seven of the telegraph posts, six miles beyond the Bend, were split and destroyed, and the instruments in the office at the Bend partially injured. They are now again in working order.—*Tel. to News Room.*

NORTH BRITISH REVIEW.—Messrs. McMillan, of this City, have handed us the May No. of this sterling work, reprinted from the English issue by the enterprising publishers, Messrs. Leonard Scott & Co., New-York. Its articles, without exception, are of surpassing merit and interest; and the one which treats of the late lamented Dr. Chalmers will especially arrest the attention of the admirers of the departed theological luminary.—The contents of the present No. of the *North British* are as follows:—Prospects of British Statesmanship and Policy; Phrenology—its Place and Relations; Village Life in England; Romanism and European Civilization; Life and Chemistry; King Alfred; Binocular Vision and the Stereoscope; Memoirs of Dr. Chalmers.

PENMANSHIP.—We would call attention to the advertisement in our columns from Messrs. Smith & Tibbetts, who profess to improve persons in the above art. Specimens of writing by some of their former pupils may be seen at our Book Store, and we advise all desiring assistance in the art to inspect and judge for themselves.

The Rev. ROBERT IRVINE, late Minister of the St. John Presbyterian Church, in this City, left on Monday last for Toronto, Canada West, having accepted the call of a congregation in that place, to become their Pastor. We observed the Ministers of several denominations, and many friends present to take their leave of him. The departure of the Reverend gentleman is deeply regretted by the people of his late charge, who were devotedly attached to him, and will doubtless be regretted by Presbyterians generally, throughout the Province.—Mr. Irvine's ministrations during the last eight years, were instrumental in gathering together a large Congregation—a flourishing Sabbath School, and a numerously attended Bible Class.—The members of the Bible Class presented him, on last Sabbath evening, with a very splendid copy of the Imperial Bible, and a most affectionate address, to which he made a suitable reply.—*Observer.*

C. J. ALLAN, Esquire, a member of the Hawaiian Bar, resident at Lahaina, came to his death by falling overboard from the schooner *Maria*, on her last trip to Maui.

He was a native of New-Brunswick, and had resided on these Islands nearly five years. He was a young man of much talent, and a sound legal scholar.—*Honolulu Argus, April* 14.

The deceased was son of the late Dr. Allan, of Fredericton, and was much respected by his friends and acquaintances in this Province. He was in the 30th year of his age.

SUPREME COURT.—*Trinity Term*, 15 *Vict.*—Hodson Clarke Peters, A. B., Esquire, one of the Attorneys of this Honorable Court, is called to the Bar, and admitted, sworn and enrolled a Barrister,

Hurd Peters, A. B., Beverly Robinson, Junior. A. B., and William P. Dole, A. B., Gentlemen, Students at Law, having produced the requisite certificates, are admitted, sworn and enrolled Attorneys of this Honorable Court.

WILLIAM CARMAN.

THE FISHERIES.—The Halifax Chronicle states that no less than twenty-five vessels cleared at that port for the Labrador Fishery on Saturday last. The vessels composing the fleet exhibit much improvement in appearance this season.

The Steamship *Cherokee*, Capt. Gaskin, owner and commander, arrived at Pictou on Saturday night, in sixty hours from Quebec, including a stoppage at River du Loup. She made fifteen knots an hour during part of the time. She left on Tuesday morning for Halifax, where, it is understood, she will be offered to Mr. Cunard for the Halifax and Newfoundland route, and if not disposed of, will proceed to England to be sold.

CANADA.—*Weather and the Crops.*—The commencement of the past week was cold and dry, with frost at night. On Thursday last, we had a heavy thunder storm, the rain falling in torrents, which did a great deal of damage in many parts of the country, particularly in the low lands, where the grain and other crops were all covered with water. On the high grounds, a vast quantity of the soil has been washed away, and bridges and fences have been carried off by the rising of the smaller rivers. Potato planting is now nearly completed. The hay and grain crops on the uplands have a fine appearance. It is feared that the orchards have suffered by the late high winds.—*Quebec Chronicle, June* 14.

COLONIAL REPRESENTATION IN PARLIAMENT.—The question of colonial representation again, was one of very great importance and difficulty (Hear, hear.) If it could be achieved, more particularly since the great alteration in 1833, and the consequent exclusion of our indirect colonial representation, it was one well worthy of the consideration of the Government (hear); and if by any means such an amount of representation could be given to our colonies as should fairly represent their different and separate interests, a very great advantage would be gained; it would be a great additional tie between the colonies and the mother country, and not an inferior advantage in his mind, perhaps some degree of control might be exercised over amateur colonial legislators (a laugh), who were not always the most discreet, if they attached themselves. (Hear, hear.) But it was a question of extreme difficulty as to the number to be admitted, and the mode in which they should be returned by the different colonies, and the means by which, if returned, they would represent collectively or separately the interests of the colonies. He would, however, assure his noble friend that if in any alterations that might hereafter be made, or any addition to the constituencies, means could be found of introducing the intelligence, education, and science of the country or the colonial interests into the representation, it would have his most serious consideration. The difficulty was to accomplish it, but, if it could be accomplished, it was a subject well worthy to be considered by their lordships, for he thought it was desirable, if possible, to do something to neutralize that which appeared to be at present prevailing, a tendency to throw all power, not into the hands of the most and enlightened, but of the most numerous, and he feared in many cases the most easily-misguided, portion of our population. (Hear.)—*Speech of the Earl of Derby in the House of Lords, May* 27.

It has been distinctly asserted by the *Niagara Mail* that the Mr. McCormick, whose reaping machine attracted so much notice at the World's Fair, is a Scotchman born and bred, although recently domiciled at Chicago. It will be remembered that the Americans claim his invention as a national triumph.

A CHALLENGE.—Two or three Boston ship owners have sent a challenge to the ship owners of Great Britain, somewhat to the following effect:

The Boston parties will produce a ship not less than 800, nor over 1200 tons register, capable of stowing 50 per cent. over her register, to compete with any vessel of the same capacity now built, or which may hereafter be built, in Great Britain. In other words, (the register limits specified above taken into consideration,) the object of the challenge is to decide which of the parties can obtain the highest rate of speed from the same cubic capacity of model, the winning party to receive £10,000.

The length, breadth, &c., are left to the option of each party. A vessel of this model will be a fair medium between our clippers and packet ships, and well adapted for the East India trade.—The proposed race, we understand, is to be a voyage to China; but this, of course, may be modified or changed according to circumstances.

LATER FROM CALIFORNIA.—The steamship Illinois, which left Aspinwall on the night of June 4th, with one million and a half in gold dust, and 525 passengers, having half a million more, arrived at New York on Saturday morning, bringing ten days later news from San Francisco.

The news from California is not of exciting interest or moment. It appears that the mines are still very productive, and that acts of violence are as frequent as ever. The Chinamen have written to Hong Kong to stop any more of their countrymen from emigrating to the gold regions.

SANDWICH ISLANDS.—By the Illinois we have files of Honolulu papers to the 24th of April—only forty-nine days old.

The session of the Hawaiian Parliament was opened in the stone church at Honolulu on the 13th of April, with abundant ceremonials, which are fully reported.

The opening speech of the King sets forth that the foreign relations of the island are of a friendly character, except so far as regards France, from the government of which no response had been received as yet to the propositions made on the part of Hawaii. In relation to the invasion of the Islands from California, of which so much has been said in the newspapers, the King remarked:

"The peace of my kingdom has been threatened with an invasion of private adventurers from California. An appeal was made to the United States Commissioner, which being promptly acted on by Capt. Gardner, of the United States ship Vandalia, tranquilized the public mind."

The English Mail.

The American Steamship *Baltic* arrived at New-York on Sunday last, from Liverpool, in four hours short of eleven days, bringing English dates to the 2d inst. Three days' later European intelligence was received at New-York on Wednesday afternoon, by the Royal Mail Steamship *Europa*, in eleven days from Liverpool. The latter vessel brought fifty-one passengers, among whom were Mr. Griffiths, British Secretary of Legation, and Colonel Moore, bearer of despatches.

The crops throughout England are luxuriant. Between Liverpool and London, the country is clothed with the richest verdure, and similar accounts reach us from other parts of the island, and from Ireland. The Wheat crop is especially thriving. Other grains look well, and so do potatoes. There is a prospect of a fair hay crop. Hops have a strong growth, with the appearance of being untouched by blight.

There have been some fluctuations in the Consols, owing to the near approach of the period for closing the books. On Friday, at two o'clock, they were 100 3-8, a 100 7-16 for money; and 100⅝ a 100¾ for account.

The news from foreign markets is satisfactory. Money is very plenty. Paris threes are fifteen centimes less than on Wednesday last, but the fours and halves are thirty centimes better.

The Austrian loan has been taken at 5⅜ premium, principally by Paris orders.

At a meeting of the shareholders of the British North American Bank, held in London, on Tuesday, a dividend of 6 per cent. per annum was declared.

Both Houses of Parliament re-assembled on Thursday night, but the proceedings on that and the succeeding night were wholly devoid of public interest.

Sir J. Gaspard Le Marchant, at present Governor of Newfoundland, is appointed to succeed the late Sir John Harvey as Governor of Nova Scotia.

Sir Harry Smith has arrived in England from the Cape of Good Hope. The fighting there still continues.

Capt. Charles Tyndal, of the navy, has arrived in Galway, for the purpose of viewing and reporting on the capabilities of that port as a transatlantic steamship station. Each of the three Government Commissioners will separately visit the harbours of Limerick and Galway, and send in their respective reports.

The Pope has confirmed the translation of Dr. Cullin to the Roman Catholic Bishopric of Dublin.

The *Stratheden* has arrived from Sydney, and brings 9136 ounces of gold, valued at £35,000.

The Hobart Town Gazette of January 2d, offers two pounds reward for the apprehension of Meagher.

The steamship for Australia, on leaving Plymouth, on Friday, ran against the pier, and was so much damaged that she had to put back.

FRANCE.—From France there is nothing of importance, except that more eminent men are flying from the country—Victor Hugo was the last.

Public opinion appears to be in favor of a reduction of the army, and the non-appointment of a Minister of Police.

A rumor is revived for the third or fourth time, that the Orleans confiscations are about to be confirmed.

GERMANY.—Vague accounts are in the Austrian papers, of a conspiracy that has been brought to light at Bremen. The whole story is comprised in the sentence that certain members of the Totdenband had pledged themselves to get rid of certain aristocrats. The London Times correspondent mentions the rumor without attempting to explain it.

Prussian papers state that the exchange of notes between the Cabinets of Berlin and Vienna, on the subject of Zollverin affairs, has ceased, and direct negotiations may be considered as broken off. The Zollverin Congress meets at Berlin on the 7th, when a decisive declaration of the intentions of Prussia may be looked for.

RAILWAYS IN THE PROVINCES.—Considerable excitement has been caused in London by the publication of a letter from Mr. Francis Hincks, agent of the Canadian government, to Sir John Pakington, Secretary for the Colonies, reproaching him for not letting the Canadians know positively that they could not hope for aid from the home government in the construction of the North American Railway. Mr. Hincks says that Canada did not come to England as a suitor for aid, but was invited there to co-operate in the construction of a great national work.

The *London Times* thinks that Sir John Pakington the Colonial Secretary, has committed a most serious blunder in refusing to complete the arrangements entered into by his predecessor to aid the North American Colonies in their projected lines of railroad. It fears that the Provinces will now seek and receive aid from the United States, to the detriment of British interests in the Colonies. "A more biting reproof and a more indignant remonstrance (adds the *Times*.) has scarcely been addressed to a Minister of the Crown since George Grenville himself kindled that portentous quarrel which convulsed the North American colonies; and we must add that we see, with deep regret, such language elicited from a man who is, like Mr. Hincks, warmly attached to the British connection."

The Mail Steamer *Asia* sailed from New-York on Wednesday last, for Liverpool, with 160 passengers and $923,000 in specie.

The steamship Sierra Nevada, arrived at New York on Sunday morning, from Aspinwall, via Kingston. She left Aspinwall on the 2d inst., and has 116 passengers. Mr. Alvin Childs, of Boston, was lost overboard on the 29th of May, on the outward passage of the Sierra Navada. He is said to have had some $500 or $600 in gold dust about his person at the time, the weight of which caused him to sink immediately.

NEW ORLEANS, June 15.—The Picayune has recieved advices from Honduras of a highly important character. The inhabitants of Ruatan, as also of five other Islands, dependant on Honduras Bay, had refused to acknowledge British authority, and claimed the protection of Honduras, which had been accorded them. The Superintendent had given orders to have the government buildings at Ruatan sold, which was done at a great sacrifice. Every thing was in a state of rebellion and disorder, and the most serious consequences apprehended.

Passengers in the Ship *Sir Harry Smith*, Capt. Haws, for Liverpool, sailed 11th inst.—Mrs. Baillie and family of the Hon. Thomas Baillie, and Mr. J. C. Jouett.

Passengers in the Ship *Constance*, Capt. Wright, for Liverpool on Wednesday last—Rev. H. Daniel, Wesleyan Missionary, and family; Miss Egerton, Miss Page, and Mr. Magur.

Passengers by Steamer *Admiral*, on Wednesday morning, *en route* for Australia, per Ship *Revenue*, from New-York—Messrs. Hugh, Thomas and Jas. Johnston; Frederick Coster, jr.; Penniston Coster, Wm. G. Covert, John Porter, Chas. Wolhaupter, J. Forbes Peters, James Travis, James P. Bliss, Reuben Williams, Robert Herbert, and Mr. and Mrs. James Nisbet.

MESSRS. EDITORS,—In perusing the accompanying article in the *Canada Medical Journal*, the trial which was instituted against Dr. Waddell last winter was brought fresh to my mind. I send you the extract, that you may see, and, by publishing it, let others see, what the views of wise men elsewhere are in reference to the origin of the majority of these suits.

Whatever may be the decision of the Judges in the "Rule" now under their consideration, in the case of Baldwin *v.* Waddell, or whatever may be the course pursued by Dr. Waddell's persecutors in this affair, the opinion is public, if not universal, that there are other professional reputations which are likely to suffer quite as severely as his.

The congratulations which he received, on the verdict which he obtained, have not been less cordial nor less extensive than those proffered to Dr. King, in Canada; nor is it likely that, even should that verdict be set aside, by any legal technicalities, one of a different character will ever be obtained from any jury to whom, in an intelligent community, it is likely to be submitted.

Dr. Waddell's reputation does not suffer by acquaintance, nor is his hold on this community weakened by the development of his plans and operations in connexion with the institution which has been happily placed under his care.

A correspondent of the *Howard Health Ledger*, writing under date of April 28th, 1852, says he visited the Provincial Lunatic Asylum, and he adds to previous testimonies of a similar kind this complimentary notice. He speaks "of Dr. Waddell, the present able and accomplished superintendent, as a gentleman eminently qualified for his arduous and responsible situation, both by nature and education. The Asylum (he says) is a *model* one for neatness as well as economy, as will be seen by comparing the report of the expenditures of this Asylum with the reports of similar institutions in the United States."

The estimation in which Dr. Waddell's professional character is held abroad may be sufficiently seen by his having the Degree of M. D. recently conferred on him by the Medical College of Pennsylvania, U. S. There is such a thing as the viper biting a file. QUI VULT CAPERE.

(*From the Canada Medical Journal.*)

We cut the following from our Toronto contemporary, from which it appears that the Yankee custom of sueing for mal-practice is commencing. To such an extent was this carried a few years ago, in the States, that even the most eminent surgeons used to refuse to undertake the management of a case, unless the patient, or his relatives, if he were a minor, bound themselves legally not to institute proceedings for mal-practice, if the case did not terminate successfully. To pay a medical bill is a great annoyance to many people; but how pleasant to square off accounts with a threat for mal-practice, or to mulct some unfortunate doctor in heavy damages, for not restoring an irremediably shattered limb to a perfect state! We hope, however, that the result of this attempt to persecute a learned and honourable physician, will serve as a warning to all evil-doers, and that some of the profession who are ever willing to drag their brother practitioners into courts of justice, and who encourage the public to do so, will likewise take a hint from it. We are satisfied that the majority of these suits are entered upon at the instigation of rival practitioners, and we regard their frequency as the best index of the bad state of professional feeling, where they occur.

"A trial of much interest took place yesterday at the assizes, before the Chief Justice. A man named Green, a carpenter by trade, brought an action against Dr. King for improper attendance, alleging that, in consequence of it, he had lost the use of his left arm. Several witnesses, on the part of the prosecution, stated that Dr. King had undertaken to attend upon Green, but had sent Dr. Lyons instead. Dr. Lyons, it was alleged, was incompetent and unskilful, and had caused Green to lose the use of his arm; and that he in consequence looked to Dr. King for damages. On the part of the defence, it was testified that Dr. King dressed Green's arm (which was fractured by a fall) only once, as an act of charity, and told him to go to the hospital. Also, that Dr. King had not sent Dr. Lyons to him. Both Dr. King and Dr. Herrick proved that Lyons was a skilful man, and understood his profession perfectly. Dr. Lyons stated that Green had not attended to directions which had been given him, but pulled off the bandages from his arm of his own accord, and contrary to his (Dr. Lyons') directions. The Chief Justice charged the jury at great length. They retired, and after an absence of about half an hour, returned into court with a verdict for the defendant, on the ground that they were not satisfied that the plaintiff was a patient of Dr. King's. The verdict was received with marked satisfaction by the multitude in court."—*Toronto Colonist.*

We congratulate Dr. King on the verdict he obtained, and advise him, in future, to send all patients like Green to the Infirmary, where the nature of the accident and the conduct of the patient can be attested by several witnesses.—R. L. M. D.

☞ The Rev. Mr. FERRIE will Preach in the St. John Presbyterian Church, to-morrow afternoon at three o'clock.—There will be no service in the forenoon.

NOTICE.

The citizens of St. John interested in the welfare of Seamen, are respectfully invited to assemble at the Mechanics' Institute, on Thursday the 24th inst., at 8 o'clock, P. M.

Gentlemen are pledged to lay before the public, facts, relating to the brave sons of the deep, which cannot fail to interest every lover of that interesting class of men.

The formation of a *Seamen's Friend Society* is contemplated with a view to the adaptation of such measures as may, by the Divine blessing, greatly promote the physical, mental and moral comfort and elevation of Seamen.

As the social and religious, the mercantile and maritime interests, both at home and abroad, are seriously affected, by the *character* of our Seamen, it is presumed the meeting will be very generally attended.

KING'S COLLEGE, June 2, 1852.

In Convocation this day, Mr. JOHN LOTHROP MARSH was admitted Bachelor of Arts.

Mr. GEORGE SIDNEY SMITH is elected Scholar on the College Foundation.

The Lectures during Trinity Term begin at 9 A. M.

The Professor of Modern Languages will meet his Classes on Monday, Tuesday, Thursday and Friday, at 12.

The Terminal Examination will be held on Monday, June 21; and the Examination for Degrees on Tuesday, June 22; each at 11 A. M.

The Encænia will be celebrated on Thursday, June 24, at 12. E. JACOB, *Principal*.

MARRIED,

On the 13th inst., by the Rev. R. Knight, Mr. George Sweet, to Miss Jane Smith, both of Portland.

At the Wesleyan Chapel, Germain-Street, on Wednesday evening, by the same, Mr. Michael Hennigar, Jun., to Miss Sarah A. Turner, both of this City.

At the Christian Chapel, on Thursday evening, by W. W. Eaton, Mr. Thomas Clerke, of this City, and Miss Emily Hopson, late of Philadelphia.

On Thursday the 17th inst., at the residence of the Bride's father, by the Rev. W. Ferrie, Mr. Andrew Burrell, to Sarah Jane, eldest daughter of Mr. Thomas Morris, all of this City.

At Indian Town, on Tuesday evening last, by the Rev. William Harrison, Rector of Portland, Mr. John E. Sayre, to Julia E., youngest daughter of Barnes Travis, Esq.

On the 16th inst., by the Rev. John Irvine, Mr. Alexander Campbell, to Mrs. Rosa Smith, widow, both of the Parish of Lancaster, in this County.

On the 2d ult., by the Rev. James A. Smith, Mr. James E. Mosher, to Miss Jemima S. Mosher, both of the Parish of St. Martins.

On the 9th inst., by the Rev. E. Webb, Mr. Moses Wall, of Hampstead, Queen's County, to Miss Isabella Johnston, of the Parish of Greenwich, K. C.

DIED,

On Sunday morning, after a short but severe illness, Isabel, relict of the late Solomon Nichols, Esq., aged 52 years.

On Sunday evening, Henry, youngest son of Capt. I. S. Lawson, aged seven months.

On Saturday evening, Mr. George McElhany, aged 44 years, leaving a wife and seven daughters to lament their loss.

On Tuesday, Mr. Abraham Maybee, in the 28th year of his age.

On Wednesday, after an illness of five days, Martha, wife of Mr. James Godsoe, aged 69 years.

At Digby, on the 24th ult, after a protracted illness, Charles W. W. Nichols, Esq., eldest son of the late G. K. Nichols, Esq.

In San Francisco, on the 18th April, of dysentery, Mr. Robert Crozier, of Queen's County, New-Brunswick, aged 35 years.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Saturday—Steamer Creole, Winchester, Portland—R. P. McGivern, passengers and merchandise.

Sunday—Ship Albert Franklin, Long, Bath, 2—J. W. Cudlip, ballast.

Brigt. Rio Grande, Eldridge, Cienfuegos, 21—Crane & Co., molasses.

Eliza Goddard, McLean, New-York, 7—G. Eaton, flour.

Ocean, O'Neill, Cork, 42—L. Burns, passengers.

Monday—Ship Roger Stewart, Skofield, Portland, 2—Lunt & Pickup, ballast.

Barque Ulverstone, Brodrick, New-York, 8—S. Wiggins & Son, ballast.

Brigt. P. I. Nevius, Boddie, Alexandria, 15—S. Hersey, wheat.

Tuesday—Schr. William Wallace, Fraser, New-York, 4—G. Bent, flour, &c.

Wednesday—Barque Sarah Louisa, Peake, Liverpool, 58—N. S. Demill, merchandise.

Fleetwood, Duguid, New-York, 4—R. Rankin & Co., ballast.

Schr. Dolphine, Hoffman, Montreal, 20—R. Rankin & Co., flour, pork, &c.

Æneas, Cook, Castletown, 48—L. Burns, passengers.

Steamer Admiral, Wood, Boston—George Thomas, passengers and merchandise.

Thursday—Schr. Providence, Boutin, Halifax, 6—B. Tilton, oats, &c.

Friday—Schr. Brothers, Brundage, Charlotte Town, (P. E. I.) 8—J. L. Holman, oats, &c.

Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers and merchandise.

Admiral, Wood, Portland—Geo. Thomas, passengers, &c.

This Morning—Barque Snowdon, Walker, Liverpool, 48—W. & J. Lawton, salt and coals.

Schr. Louisa, Bissett, Boston, 5—A. T. Heney, ballast.

☞ A Barque coming up, supposed to be the Midas, from New-York.

COASTWISE.

Saturday—Steamer Commodore, Belmour, Windsor, passengers.

Fairy Queen, Edgett, Sackville, cattle.

Pilot, Leavitt, Annapolis, passengers.

Schr. Laurel, Brinton, Wilmot, fish and cordwood.

Caledonia, Urquhart, Londonderry, deals, oats, &c.

Monday—Schr. Lark, Eldridge, Weymouth, fish, &c.

Peeler, Leary, Weymouth, fish, eggs, &c.

Harvest Home, Lockhart, Horton, oats and plaster.

Gazelle, Cole, Sackville, butter, oats, potatoes, &c.

Lady Clare, Melville, Quaco, ballast.

Wanderer, Kyffin, Black River, deals.

Victoria, Campbell, Maitland, lathwood.

Pilot, Slocomb, Annapolis, cordwood and eggs.

Mary Ann, Roberts, Apple River, deals.

Ellen, Chapman, Dorchester, deals and oats.

Chancellor, Carlisle, Dorchester, deals.

Geo. Noble, Lake, Apple River, deals.

Str. Maid of Erin, Belyea, Annapolis, horses and cows.

Tuesday—Schr. Argus, Flewelling, Point Wolf, deals.

Hero, Mathews, Point Wolfe, deals.

Matilda, Farnsworth, Granville, cordwood and eggs.

Algerine, Banks, Barrington, oil cloths.

Str. Pilot, Leavitt, Annapolis, passengers.

Wednesday—Schr. Hillsboro, Irvine, Hillsboro, deals.

Sarah Jane, Calhoun, Shepody, deals.

Venture, Irvine, Petticodiac, deals.

Rising Sun, Marr, Salmon River, deals.

Linnett, Cline, Weichpool, ballast.

Mary Ann, Roberts, Apple River, deals.

Impel, Cheney, Grand Manan, eggs.

Gipsy, Slocomb, Wilmot, calves and butter.

Reindeer, Denlong, Quaco, ballast.

Thomas, Buck, Dorchester, deals.

Arrow, Thomson, Lepreaux, deals.

Boreas, Hatfield, Apple River, deals.

Str. Fairy Queen, Edgett, Petticodiac, passengers.

Commodore, Belmour, Windsor, passengers.

Thursday—Schr. Sons, Snow, Weymouth, fish, eggs, &c.

Telegraph, Gilliatt, Clements, moulding sand.

Zephyr, Beeler, Clements, wood and potatoes.

Friday—Schr. Richmond, Scott, Joggins, coals.

Harriet, Welch, Westport, herrings.

Emma Johnston, Howard, Apple River, deals.

Digby Packet, Turnbull, Digby, eggs, fish, &c.

Laleah, Cochrane, Wilmot, deals, staves, &c.

Jim, Minness, Cornwallis, potatoes, staves, &c.

Hope, Seaman, Sackville, building stone.

Henrietta, Connor, Parrsboro, deals and butter.

Str. Commodore, Belmour, Windsor, cattle, &c.

CLEARED.

June 12th—Ship North Atlantic, Cook, Liverpool, deals—John Robertson; Barque Nova-Scotian, Cunningham, London, deals, &c.—Jos. Fairweather; Swan, Tunbridge, Cork, deals—R. Rankin & Co.; Brig Huron, O'Hara, New Haven, boards, &c.—E. D. Jewett & Co.; Schr. Ellen, McDonald, Prince Edward Island, flour—Garrison & Marsters.

14th—Ship Superior, Mason, Londonderry, timber and deals—W. & G. Carvill; Barque Ambassador, Patterson, Hull, timber and deals—S. Wiggins & Son; Brig Charles McLauchlan, Flint, Belfast, deals—Joseph Fairweather; Calcutta, Clark, Boston, boards and shingles—Geo. Eaton.

15th—Ship Constance, Wright, Liverpool, timber and deals—W. & R. Wright; Schr. Armagent, McRae, Halifax, liquors, &c.—H. Hawkins.

16th—Barque Bonito, Stickney, Liverpool, deals—R. Rankin & Co.; Brig Argus, Harrison, London, deals—Henry Garbutt; Schr. Pheasant, Cameron, Halifax, salt—J. W. M. Irish.

17th—Barque Harriott, Spurr, Glasgow, deals—Wm. Thomson; Brigt. B. M. Prescott, Heard, New Haven, boards—Geo. Eaton; Schr. Exile, Gilliatt, Saco, boards and plank—E. D. Jewett & Co.

18th—Barque Glasgow, Hatfield, Greenock, timber, deals, &c.—Owens & Duncan; Brig Maxwell, Taylor, Grimsby, timber and deals—John Robertson; Albion, Leslie, Aberdeen, timber, deals, &c.—R. Rankin & Co.

19th—Barque Corinthian, Spence, Hull, timber, deals, &c.—Kirk & Worrall.

Brigt. Shamrock, Morrison, lumber loaded, from Bathurst to St. John's, N. F., lost 9th inst., where not stated.—*Tel. from Chatham.*

Barque Menapia, Croucher, from Shields, for New-York, went ashore at Western Head, near Liverpool, (N. S.) on the 9th inst.—Master's son and one man drowned: vessel and cargo a total wreck.—[The Menapia's log book and some other papers, &c. were picked up by the schr. Dolphine, at this port, from Montreal, and a vessel at Eastport.]

At Windsor, brigt. Comet, Fritz, of this port, to sail for Alexandria 18th inst.

Sailed from Alexandria, June 10th, barque Zanoni, for St. John.

Cleared at Philadelphia, June 11th, brig Eliza, Hilton, St. John; 14th, ship Helen Thomson, Gray, Dalhousie.—At New-York, 10th, ship Eugenia, St. John; 11th, barque Forager, do.; 12th, ship Carnatic, do.; 15th, ship John Marshall, Bathurst; ship Eva, and brigs British Oak, and Pilgrim, do.—At Boston, 12th, ship Cape Cod, and Schr. Louisa, St. John; 15th, Eliza Jane, do.; 16th, Franklin, Mussels, do.

Arrived at New-York, June 16th, ship Tantivy, from Liverpool.—At Boston, schrs. Echo, and Hellespont, St. John.—At Sydney, (C. B.) 10th, brig Sarah, Johnston, Newfoundland.—At Halifax, 15th, schr. Charles, Whipple, St. John.

BUCTOUCHE, June 7th.—Cleared, barque Marthine, Ellerston, Bristol; 8th, brigt. Irene, Joice, Newfoundland; 9th, brig England's Queen, Cunningham, Penzance; 11th, brig Marys, Foster, Lancaster.

SYDNEY, June 5.—Intelligence reached town on Thursday last of the total loss, on St. Paul's Island, of the Norwegian ship Deodata, Jorgenson, master, (600 tons,) from Richibucto, N. B., bound to Gt. Britain, laden with timber, which vessel struck on the night of Tuesday, 25th ult., during a snow squall; and, most melancholy to relate, the captain and ten men were washed overboard and perished, the mate and boy being preserved in a most miraculous manner from a similar fate, by a sea which washed them in safety to the shore. In half an hour after she struck, the mate states, not a vestige of the vessel remained, the sea having completely broken her up.

(*By Telegraph to the News Room.*)

BOSTON, June 18.

Ship News per Europa.—Sailed from Liverpool, May 28th, ship Orleans, Staten Island; 30th, David Cannon, New-York; June 2d, British American, Boston; 4th, Queen Pomare, St. John.—From Clyde, May 29th, Wacousta, New-York.—From Port Talbot, 27th, Alcedo, St. John.—From Dundee, 29th, Rectitude, do.

Spoken, May 10th, lat. 42, lon. 56, ship St. John, of Glasgow, from St. John; 24th, lat. 52, lon. 13, the Sumatra, from Workington, for St. John. June 8th, lat. 37 10, lon. 47 40, brig Zephyr, Whipple, from Boston, for Jacksonville.

B. LESTER PETERS,
Barrister at Law and Notary Public.

☞ Office over the Police Court, Merritt's Brick Buildings, Prince William-street. June 19.

MONEY TO LEND!

£1300 TO LEND on the security of FREEHOLD Estate in the City of Saint John. Apply to CHARLES DUFF, Barrister at Law.

June 19.—1i.

Dress Making, &c.

MISS WINDETT, late from London, MILLINER and DRESSMAKER.—English fashions. Embroidery and Braiding of all kinds.

☞ Charlotte-street, near Hon. Mr. Partelow's Cottage, corner of Queen's Square. June 19.

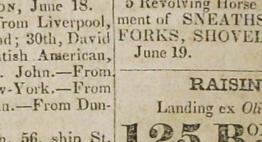
WRITING.

MESSRS. SMITH & TIBBETTS, teachers of rapid and systematic Penmanship, respectfully solicit the attention of the Ladies and Gentlemen of St. John to their new and much admired style of Writing. Terms for a course of twelve lessons, 12s. 6d., including stationery, &c. &c. Private classes formed, if desirable. Satisfaction guaranteed in *all* cases. Room in the building known as the Old Coffee House; entrance from the Market Square. Open day and evening.

Specimens of improvement may be seen at their room, or at the Book Store of Messrs. Chubb & Co.

June 19.

FARE REDUCED
To Eastport, Portland and BOSTON.



The Steamer MAID OF ERIN,
W. R. BELYEA, MASTER,

Will leave the NORTH MARKET WHARF, on TUESDAY MORNING, at Seven o'clock, for EASTPORT and PORTLAND, connecting with Steamers and Railroad to BOSTON, carrying Passengers at a further reduced rate.

Cabin Passage to Boston,	$3,50.
Deck " "	2,75.
Cabin Passage to Portland,	2,50.
Deck, " "	2,00.

☞ Tickets to and from given at low rates.

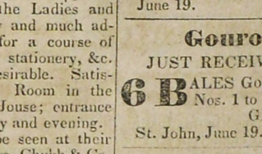
Returning, will leave Portland every THURSDAY Morning.

For Passage or Freight apply to J. BROOKS, Central Wharf, Boston; L. BILLINGS, Atlantic Wharf, Portland; or THOMAS PARKS, Deck Street, St. John, N. B.

☞ The *Maid of Erin* will also leave for DIGBY and ANNAPOLIS every Saturday Morning, at 9 o'clock, returning on Mondays.

June 19.

Greatest Reduction yet!



The Steamer CREOLE,
Captain WINCHESTER,

Will leave the South Market Wharf on MONDAY next, 21st inst., at two o'clock, for EASTPORT, PORTLAND, and BOSTON.

Cabin Fare to Boston,			$3,00
Deck	,,	Portland, - -	$2,50
,,	,,	Boston, - -	$2,75
,,	,,	Portland, - -	$1,75

☞ Tickets to be had on board, or at the Office of R. P. McGIVERN, *Agent*,

St. John, June 19. North Market Wharf.

Eau de Cologne, Lavender Water, &c.

NOW in Store,—a few dozens of Genuine EAU DE COLOGNE, DE ROSE, LAVENDER WATER, and other Perfumed EXTRACTS,—direct from JEAN MARIE FARINA, Oldest Distiller, 23, Rheintrasse a Cologne.—For Sale by

June 19. RANNEY, STURDEE & CO.

SCHOOL BOOKS.

THE subscribers have just received, per *Sarah Louisa*, a supply of SCHOOL BOOKS, comprising the Sequel to the Second Book of Lessons, Fourth Book, Thomson's Arithmetic, Arithmetical Table Books, &c. which, together with CHAMBERS' EDUCATIONAL COURSE, and other useful Works, are now offered for sale.

June 19. H. CHUBB & CO.

FOREIGN GOODS,
At the Cheap Hat, Cap, & Fur Store,
No. 17, King Street.

Fresh arrivals per Steamer *America*, Barque *Louisa*, and Schr. *William Wallace*.

A FEW cases of the Paris VELVET HATS, so much admired by our customers; Drab and Silk Kossuth and Magyar Hats, quality—*very Cheap*.—Leghorn and Straw *in new styles;* with an extensive variety of manufactured on the premises. The attention of the Wholesale and Retail Trade is invited to this fine Stock. [June 19.] LOCKHART &

WHOLESALE PURCHASES
OF DRY GOODS.

Landing this day, per Sarah Louisa from Liverpool.

FANCY and PLAIN DOESKINS; FINE BLACK CASSIMERES; LAIN DRESSES; 4-4 PRINTS and added to our former stock, received per ships *Harry Smith, Alciope* and *Glasgow*, from Liverpool and Glasgow, making an assortment of Staple Goods that cannot be found elsewhere at the lowest market price.

The stock consists in part of the following:

BROADCLOTHS, Cassimeres, Doeskins, Shepherd's Plaids, Linen Drills, Moleskins, Cantoons, Corduroys, Silk and Cotton VELVETS, VESTINGS of all kinds; Cashans, Silesias, Canvas, Padding, FLANNELS, KERSEYS, Blankets, Counterpanes, Carpeting and Druggets, Delains, Cobourgs, Orleans, Long Cloths, furniture Prints, Jaconetts, bleached and unbleached Cottons, Ticking, Regattas, Gala Plaid, &c.

CLOTHING of every description *for quantity and prices cannot be* [illegible]

HATS in Silk, Satin, Panama, Leghorn, Jenny Lind, Magyar, Palm Leaf, India Rubber, Glazed, &c. &c.

CAPS—all kinds, and of the most approved

SHIRTS—white and fancy, Lambs' Wool, Merino and Cotton;

HDKFS—Neck and Pocket; Shirt Bosoms, Collars, Cravats, Stocks, Scarfs, Braces, Umbrellas, Parasols, Carpet Bags, Spools, Thread, sewing Silk and Twist, Small Wares, and Tailors' Trimmings.

☞ The above is now offered to wholesale buyers for Cash or approved paper.

Sign of the GOLDEN LAMB,

WATER-STREET, June 19th.

SHEFFIELD HOUSE,
Market Square, Saint John.

Per *Sarah Louisa*, and *Commodore*,

A further supply of ELECTRO PLATE consisting of

CANDLESTICKS, Cake Baskets, Salvers, Castors, Snuffers and Trays, Coolers, Toast Racks, Brass Candlesticks, ren's Cups, (Sugar Bowls, new styles.)

Also—New JEWELLERY, in Gold, Brooches, Rings, Chains, Pencil Cases, Habit Brooches, Gold Pens, Presentation &c.; with a great variety of FANCY Goods direct from the first Makers, and made up for our Retail Business; they are offered at for Cash, as will meet the wishes of all

An early inspection is solicited.

☞ Watches and Jewellery carefully

*** Further supplies expected daily.

ROBINSON & THOMSON.

June 19.—6† [Nws3w.&Obs 6w.]

GUANO, SICKLES, &c.

Landing, ex "*Sarah Louisa*," from London

80 BAGS best Peruvian GUANO; 35 dozen SICKLES;

15 doz. Grass HOOKS; 10 doz. Steel SHOVELS; 10 doz. CATTLE TIES; GARDEN RAKES.

Ex schr. *Martha Greenow*, from Boston

15 boxes Cummington SCYTHE STONES;

5 Spring Teeth HORSE RAKES;

5 Revolving Horse Rakes,—with a large assortment of SNEATHS, Cradle Scythes, FORKS, SHOVELS, &c. &c.—For sale

June 19. JARDINE &

RAISINS! RAISINS!

Landing ex *Olive Branch*, from Boston.

125 BOXES Muscatel RAISINS For sale by

June 19. WILLIAM THOMSON.

RAISINS.

Just landed, per *Olive Branch*, from Boston

100 BOXES RAISINS,—For Sale by

June 19. FLEWWELLING & READING.

Ex *Olive Branch*, from Boston.

50 BOXES Bunch RAISINS; 5 boxes LEMON SYRUP;

10 boxes ORANGES; 10 brls. Dried Apples; Cases MACE, Castile SOAP, &c.—For sale

June 19. JARDINE &

Molasses.

189 PUNS. 27 tierces, and Bright Muscovado MOLASSES,—cargo of brig *Rio Grande*, from Cienfuegos, for sale low, before storing, by

June 19. G. SUTHERLAND.

Charcoal Tin Plates.

Landing ex *Commodore*—

50 BOXES IC, IXX, DC, and CHARCOAL TIN PLATES;

boxes ICW do.—For sale by

June 19. BERTON BROTHERS.

Gourock Canvass.

JUST RECEIVED—*Per Sarah Louisa*—

6 BALES GOUROCK CANVASS, Nos. 1 to 6—will be sold low by GILCHRIST & [illegible]

St. John, June 19. Golden

A CARD.

THE Subscriber tenders his sincere thanks to his friends and the public generally for the very liberal patronage he has received since he has done business under the firm of THOS & CO., China, Glass and Earthenware, and would beg to state he has visited during the past winter, and has selected from the Potteries a general assortment of ware suitable for the trade, which he offers on liberal terms at his old stand, No. 3, St. Stephen's Building.

HENRY ROBERTSON.

June 19. 3w

No. 3, St. Stephen's Building.

THE subscriber has received by the from England a large and China, Glass, Earthen and Stone which will be sold as low as any wholesale and retail. Please call and

June 19. 3w HENRY ROBERTSON.

EARTHENWARE.

Just landing, per ship *Commodore*, and from England,

A FURTHER supply of the above assorted Crates of Earthenware for the country trade, and will be landing. A further supply daily expected *Olive* and *Jane*. HENRY ROBERTSON.

No. 3, Saint Stephen's

June 19. 3w

Canvass and Spikes.

Ex Barque "Sarah Louisa," from

150 BOLTS Gourock VASS—assorted

80 Bags SPIKES.—For sale low by

June 19. McMORRAN

SHEFFIELD HOUSE,
Market Square, St. John,

Per *Commodore*, and *Sarah Louisa*, —a beautiful assortment of GAS consisting of

1, 2, and 3 light CHANDELIERS, Pendants, Brackets, Hall Lamps, in Bronze and Bronzed and relieved, of the first Manufacturers in England. GLOBES to suit; GIG LAMPS, &c.

☞ The above are made expressly for Dwellings, and will be found superior to any in market, the styles being quite new—offered at the lowest Cash prices.

ROBINSON & THOMSON.

June 19.—6† [Nws&Obs 6w.ea.]

Received this week, per Admiral, from Boston,

MARSH'S BOOK-KEEPING; UNCLE TOM'S CABIN; McCULLOCH'S Geographical Dictionary; WORCESTER'S English Dictionary; WEBSTER'S do. SARTAIN'S MAGAZINE for

Sale at the Book Store of H. CHUBB & CO.

June 19.

SCOTCH OATMEAL.

30 BARRELS of the Dumfrieshire OATMEAL—

ROBERT THOMSON, Prince William

May 15.